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	Alexandria I ber 16, 2020	Long-Ran	ge Plan (2018) Project Scoring											Operations					
					Liva	bility	Conne	ectivity	Lane	d Use	Mode	Choice	Infrastructure	and Technology	Sa	fety	Eq	uitv	Total
PROJ	ECTS				1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b	
					/hat is impact on livability the affected area?	What is the impact on ivability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	focus investment near existing or proposed population or employment?	focus investment near opportunities for economic development?	oes the project improve add multimodality?	oes the project ncourage non-SOV	oes the project improve	oes the project improve ristem efficciency through a appropriate use of chnology?	What effect will the project iave on crash risks and iafety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
Proj. No.	2018 Rank	2020 Rank		Description Construct new sidewalks along the north and south sides of King	≥.⊆	_ ≥ ≥	S E E	≥ 5	5 9 g	5 9 9	ة ق	tra DC		te a S D	W ea	S ea S	> 5 8	3 5 8	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	4	4	3	4	3	5	5	4	3	4	5	4	4	57
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	4	3	4	3	4	4	3	3	3	4	3	3	49
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vermon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	5	5	5	4	5	5	5	5	3	3	4	5	5	4	63
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	4	5	4	4	4	5	5	3	3	4	4	4	4	58
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	4	4	4	4	4	5	5	4	3	4	5	5	5	61
P-23	8		Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	4	3	4	3	4	4	4	4	4	3	3	4	3	3	50
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edail Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metroral Station.	4	4	5	4	4	5	4	4	3	3	4	4	3	4	55
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Elsenhower Avenue (Add EB thru lane), WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	3	3	3	3	4	3	3	3	3	3	3	3	3	4	44
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	3	3	3	4	4	4	2	3	3	3	3	3	3	3	44
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	4	3	4	3	5	4	4	4	5	3	3	4	3	3	52
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	4	3	4	3	4	4	4	4	3	3	3	4	3	3	49
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	5	4	5	5	5	5	3	3	4	4	4	4	59
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	4	5	4	4	4	5	5	4	3	5	5	5	5	63
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails	5	5	5	4	4	4	5	5	3	3	4	5	4	5	61
NEW1	,		Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	5	4	4	3	5	5	5	5	4	3	4	4	4	4	59
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	4	4	4	5	5	5	4	3	3	4	5	4	3	57
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorali Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	4	5	4	5	5	5	5	3	3	4	5	4	3	60
NEW4	1		S. Patrick Street Pedstrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	4	4	4	3	4	3	4	4	3	3	4	5	5	4	54
NEW5			Landmark Transit Center	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the LandmarkVan Dom SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	4	5	5	5	5	5	5	5	4	4	4	4	5	5	65

City of A	lexandria	Long-Ran	ge Plan (2018) Project Scoring																
	er 16, 2020				12	1. 104						01		Operations and	0.				Total
PROJE	CTS				1a	bility 1b	Conne 2a	2b	3a	d Use 3b	4a	Choice 4b	Infrastructure 5a	Technology 6a	7a	fety 7b	Eq 8a	uity 8b	Total
Proj. No.	2018 Rank	2020 Rank	Name	Description	What is impact on livability is	What is the impact on ivability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on egional mobility?	restment near or proposed on or employment?	ear	Does the project improve and multimodality?		Ooes the project improve	Does the project improve system effectiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with	4	4	4	3	3	3	4	5	3	3	4	5	5	4	54
P-15	10		Commonwealth Avenue nonmotorized bridge	higher volumes and speeds, and a history of pedestrian fatalities. Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	4	4	3	3	5	5	3	3	4	5	4	4	55
P-16	11		Madison Street Bike facility	Comminumeatin venerate to 3.2 saids street. This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metroral Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	5	4	5	4	5	5	5	5	3	3	5	5	4	4	62
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	4	4	3	3	3	4	5	3	3	4	4	4	4	52
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	4	4	4	4	4	4	4	5	4	4	4	4	4	4	57
P-23	8		Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	4	3	3	3	3	3	3	3	3	3	3	3	3	3	43
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector	Dom Street Metrorail Station.	2	5	4	4	4	4	3	3	4	4	3	3	3	3	49
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	4	5	5	5	4	4	3	3	5	3	4	4	3	3	55
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	4	5	5	5	5	5	3	3	3	3	3	3	3	3	53
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Scuthern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	5	4	5	4	4	4	5	5	4	3	5	5	4	4	61
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	5	4	5	4	5	5	5	5	3	3	5	5	4	4	62
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	4	4	5	5	5	5	3	3	5	5	4	4	60
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	4	4	4	4	4	5	5	4	3	4	5	4	4	59
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails	5	4	4	4	3	3	5	5	3	3	5	5	4	4	57
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	3	3	3	3	4	4	3	3	5	3	4	3	3	3	47
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	4	4	4	4	4	5	5	3	3	3	3	4	4	54
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	4	4	4	4	4	3	3	4	4	5	5	5	5	58
NEW4			S. Patrick Street Pedstrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	4	3	4	3	4	4	4	4	4	3	4	4	4	4	53
NEW5			Landmark Transit Center	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dom SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	4	4	5	5	5	5	5	5	4	5	4	4	4	4	63

	lexandria er 16, 2020	ong-Ran	ge Plan (2018) Project Scoring		15	1. 114.						01		Operations and	0.	•			Total
PROJE	CTS				Liva 1a	1b	Conne 2a	2b	3a	d Use 3b	4a	Choice 4b	Infrastructure 5a	Technology 6a	7a	fety 7b	Eq 8a	uity 8b	Total
- 1100					on livability irea?	e impact on Alexandria?	n ectivity hole?	го	ear ed oyment?	ear	ove	۸٥	ove	ct improve sncy through use of	the project sks and	will the project ceived personal	ct of the	the the	
Proj. No.	2018 Rank	2020 Rank	Name	Description	What is impact in the affected a	What is the in livability in Ale	2 2 5	What is the effect regional mobility?	focus investment n existing or propose population or empl	focus investm opportunities development	Does the project impror add multimodality?	Does the project encourage non-S travel?	Does the project impraging infrastructure?	Does the proje system effiecie an appropriate technology?	What effect will have on crash ri safety?	What effect w have on perce safety?	ω =	What is the impact of proposed project on geographic equity?	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	4	5	4	4	3	4	4	4	1	4	4	4	4	54
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	5	3	3	4	4	2	1	3	3	3	3	47
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vermon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	4	4	4	3	3	3	4	4	2	1	4	4	3	3	46
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	4	5	4	4	4	5	4	3	1	4	4	3	0	50
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	4	5	3	5	5	5	1	4	4	5	5	61
P-23	8		Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	5	3	4	2	3	3	3	3	3	1	3	3	3	3	42
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector	Dorn Street Metrorail Station.	4	3	4	4	3	4	4	4	2	1	3	3	4	4	47
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane). Elsenhower Avenue (Add EB thru lane), WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	4	3	4	3	4	4	3	3	4	1	3	3	3	3	45
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	4	3	3	3	4	4	3	2	2	1	3	3	3	3	41
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	5	4	5	4	4	4	5	5	4	1	4	4	3	3	55
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	5	5	3	4	4	4	5	5	2	1	4	4	3	3	52
2018-17	17		Multimodal Bridge over Norfolk Southern	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	5	4	5	3	4	4	5	4	2	1	3	4	3	4	51
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	5	5	2	4	4	5	5	3	1	4	4	4	4	55
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 48 miles of new trails	4	4	4	4	3	3	5	5	2	1	4	4	4	4	51
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	5	5	5	3	4	4	3	3	4	1	3	3	3	3	49
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	5	4	5	4	4	4	5	5	4	1	3	4	3	4	55
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	4	5	5	5	4	4	4	3	1	4	4	3	3	54
NEW4			S. Patrick Street Pedstrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	4	3	5	3	5	4	5	5	3	1	4	4	4	4	54
NEW5			Landmark Transit Center	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	4	4	4	3	4	4	4	5	2	1	2	2	3	4	46

City of A	Alexandria Long	g-Range Plan (2020) Project Scor	ring															
Septemb	per 16, 2020												Operations and					
PROJI	FATE			Lival		Conne			d Use		Choice	Infrastructure	Technology	Saf		Equ		Total
PROJI	ECIS			1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a _	7b	8a ල	8b	
Proj. No.	2020 2018 Rank Rank	Name	Description	What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhoo connectivity and the City as a whole?	What is the effect on regional mobility?	investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non- SOV travel?	Does the project improve aging infrastructure?	Does the project improve system effeciency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have o perceived personal safety?	What is the impact of the propose project on equity?	What is the impact of the propose project on geographic equity?	
P-4	3	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over 1-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	5	4	3	4	3	5	5	4	3	5	5	5	4	60
P-15	10	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	3	3	3	5	5	3	3	3	4	4	4	53
P-16	11	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	4	4	3	3	4	4	5	5	3	3	4	4	4	3	53
P-18	14	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	4	5	3	4	4	5	5	3	3	3	4	4	3	54
P-21	12	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	5	4	4	5	5	3	3	5	5	5	5	64
P-23	8	Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	5	5	3	3	4	3	3	3	4	3	3	3	4	4	50
P-24	19	Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector	Construction of new roadway along the Fairfax County line to connect Edsall Road. South Pickett Street, and Farrington Avenue to relieve traffic congestion c) on sections of South Van Dom Street and p provide direct access to the Eisenhower Avenue corridor and the Van Dom Street Metrorall Station.	4	3	4	4	5	5	2	2	3	3	3	3	4	4	49
P-26	18	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	3	3	3	4	4	4	3	3	3	3	3	3	3	3	45
P-27	20	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	3	3	4	4	4	4	3	3	3	3	3	3	3	3	46
P-30	9	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park	5	4	4	3	4	4	5	5	3	3	3	3	3	3	52
2018-15	15	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	4	4	5	3	4	3	4	4	3	3	4	4	4	3	52
2018-17	17	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	3	5	3	3	3	4	4	3	3	4	4	4	4	51
2018-2	2	Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	5	4	3	4	3	4	5	3	3	5	5	4	4	57
2018-5	5	Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the PeddBike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	4	4	3	4	3	5	5	3	3	5	5	4	3	56
NEW1		Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	4	3	4	3	5	5	3	4	4	3	4	4	5	5	56
NEW2		Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	3	4	3	5	5	4	4	3	3	4	4	3	3	52
NEW3		Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	3	4	3	5	5	3	4	3	3	4	4	4	4	53
NEW4		S. Patrick Street Pedstrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	5	5	4	3	3	3	4	5	4	3	5	5	5	4	58
NEW5		Landmark Transit Center	10.1.17. Provide an urban transif hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	5	4	5	5	5	5	5	5	3	3	3	3	5	4	60

City of A	lexandria l	ong-Ran	ge Plan (2018) Project Scoring																
	er 16, 2020		. , , , .		1.5	bility	0	4114		d Use		01-1	I-f	Operations and	0-4	fety	F-		Total
PROJE	CTS				1a	1b	2a	2b	3a	3b	4a	Choice 4b	Infrastructure 5a	Technology 6a	7a	7b	=q 8a	uity 8b	Total
Proj. No.	2018 Rank	2020 Rank	Name	Description	What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	investment near existing or proposed population or employment?	investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system effectency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with	5	3	5	2	4	4	4	5	3	1	5	4	4	4	53
P-15	10		Commonwealth Avenue nonmotorized bridge	higher volumes and speeds, and a history of pedestrian fatalities. Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	3	5	5	5	4	2	1	2	2	3	3	48
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorall Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	4	3	5	2	3	3	5	4	2	1	4	4	3	2	45
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	3	5	2	4	4	5	5	1	1	3	3	4	4	48
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	3	5	3	4	3	4	4	4	1	4	4	4	4	52
P-23	8		Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	4	4	2	3	4	4	2	2	1	1	2	2	3	3	37
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector	Construction of new roadway along the Fairfax County line to connect Edsial Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metroral Station.	4	3	5	4	4	3	1	1	3	2	3	3	4	4	44
P-26	5		S. Van Dom Intersection Improvements	Intersection improvements along S. Van Dom Street at Edsall Road (Add WB right tum lane), Eisenhower Avenue (Add EB thu lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	3	3	4	5	4	4	2	1	4	4	3	2	3	3	45
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	2	2	3	3	4	5	1	1	4	2	2	2	3	4	38
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant afte to include a separated pedestrian and bicycle paths through the planned linear park.	4	3	3	3	3	3	4	4	2	1	4	3	1	1	39
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	5	5	4	4	4	4	5	5	1	1	2	2	3	2	47
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	5	4	5	3	3	3	5	5	3	2	3	3	4	4	52
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	4	4	4	2	3	3	5	5	4	1	4	4	3	3	49
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	4	4	4	4	3	3	5	5	3	1	5	4	3	3	51
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	3	2	3	1	4	4	2	1	4	1	2	2	4	4	37
P-22			Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more macks and/or covered bicycle shelters (Coordinate with the Fitzgerald Square improvements).	3	2	2	3	3	4	4	4	1	2	1	2	2	2	35
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	5	4	4	2	4	4	5	5	2	2	4	4	2	2	49
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorall Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorall Station consistent with Figure 15 in the EE Plan.	4	3	4	3	4	4	4	3	2	1	5	5	2	2	46
NEW4			S. Patrick Street Pedstrian Improvements Landmark Transit Center	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy 10.1.17. Provide an urban transit hub within the	4	4	4	3	2	2	3	3	4	2	3	3	3	3	43
NEW5			Lanumain Hallist Celler	neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	5	4	5	4	4	4	4	4	2	2	1	1	4	4	48

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PROJE	.013				1a ⊋	1b	2a	2b	3a ⊊:	3b .⊻	4a	4D	5a	ba _⊏		+ <u>B</u>		80	
Proj. No.	2018 Rank	2020 Rank	Name	Description	What is impact on livabilit in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivit and the City as a whole?	What is the effect on regional mobility?	focus investment near existing or proposed population or employmen	sonom	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system effeciency throug an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived persor safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
P-16	11		Madison Street Bike facility	Continuoweaut rivertier 0.5. East sorbet. This project provides east-west connectivity in North Old Town and to the Mt. Vermon Trail and Braddock Metroral Station, Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
P-23	8		Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	5	5	4	4	5	5	5	5	5	5	5	5	5	5	68
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector	Dorn Street Metrorail Station.	3	3	3	3	3	3	3	3	3	3	3	3	2	2	40
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane). Elsenhower Avenue, Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	3	3	3	3	3	3	3	3	3	3	3	3	1	1	38
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	5	5	5	5	5	5	5	5	5	5	5	5	4	4	68
2018-17	17		Multimodal Bridge over Norfolk Southern	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	56
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/like Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	3	3	3	3	3	3	3	3	3	3	3	3	3	3	42
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
NEW4			S. Patrick Street Pedstrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70
NEW5			Landmark Transit Center	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Na Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	70